



COMPANY PROFILE





The **Eteria Stable Consortium** was established in **2021** with the aim of positioning itself as a **major construction pole**, capable of developing important infrastructure projects and thus contributing to the industrial and employment revival of the Country.

Eteria's identity is based on innovation, reliability and a strong commitment to the sustainable development of the Country's infrastructure, with a portfolio worth approximately EUR **2.3 billion**.

Eteria currently operates in several strategic areas of the Italian market.



INFRASTRUTTURE FERROVIARIE



CICLO INTEGRATO DELLE ACQUE



INFRASTRUTTURE AEROPORTUALI



STADI E ARENE SPORTIVE



OPERE MARITTIME



INFRASTRUTTURE STRADALI



EDILIZIA CIVILE E INDUSTRIALE



INFRASTRUTTURE SOCIALI
(SANITA'/EDUCATION)



VIANINI LAVORI



€ 301,4 MILIONI *

Value of production (VdP)



€ 11,4 MILIONI

Utility



€ 181,4 MILIONI

Net Assets Value (NAV)



208

Employees and Collaborators



€ 93 MILIONI

Value of production (VdP)



€ 5 MILIONI

Utility



€ 44 MILIONI

Net Assets Value (NAV)



350

Employees and Collaborators

OUR MEMBERS



*Dati di bilancio 2023



€ 2,1 MILIARDI

Value of production (VdP)



€ 17 MILIONI

Utility



€ 189 MILIONI

Net Assets Value (NAV)



3.331

Employees and Collaborators



€ 327 MILIONI

Value of production (VdP)



€ 43 MILIONI

Utility



€ 102 MILIONI

Net Assets Value (NAV)



601

Employees and Collaborators

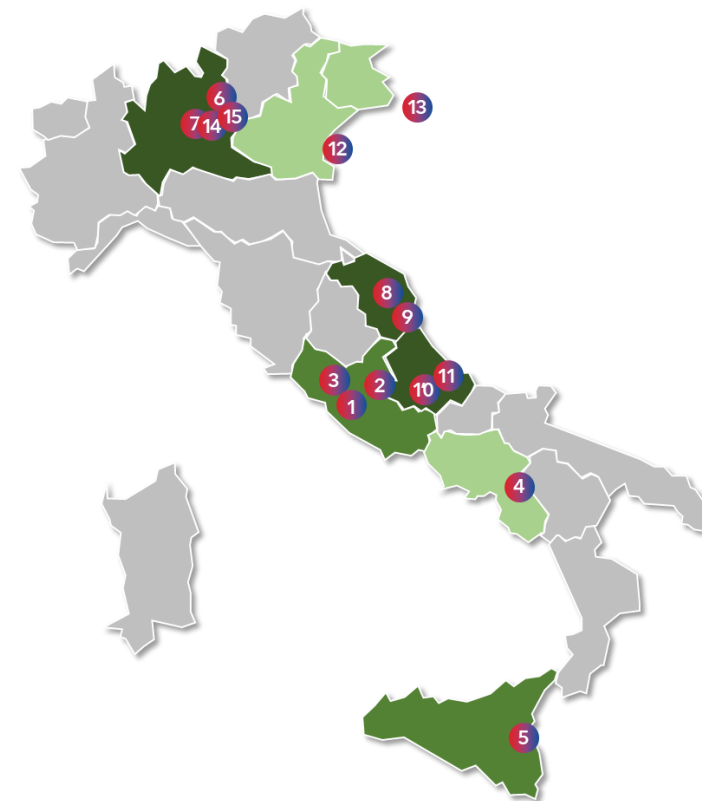


		COMMESSA	Valore Totale Contratto	Valore Contratto quota ETERIA	Portafoglio Residuo 31.12.24
ACQUISITE NEL 2023	1	Adduttrice Ottavia Trionfale	79,0	40,2	31,0
	2	Nuovo Acquedotto Marcio	128,0	128,0	102,5
	3	Monte Romano	251,8	176,2	173,8
	4	Metro di Salerno	188,8	91,5	89,8
	5	Nodo di Catania	343,6	315,4	305,5
	6	Variante di Edolo	106,8	106,8	106,1
	7	MSG Arena	342,3	342,3	230,4
	8	Frasassi (Genga – Serra San Quirico)	386,6	360,1	350,6
	9	Molo 7 Trieste	32,4	32,4	32,4
		Parziale Milioni €	1.859,23	1.592,99	1.422,11
ACQUISITE NEL 2024	10	Albacina (Orte - Falconara)	87,3	70,8	69,6
	11	Interporto d’Abruzzo - Manoppello	133,6	121,2	119,0
	12	Manoppello - Scafa	315,3	298,0	293,2
	13	Aereoporto Marco Polo Venezia	57,3	57,3	52,1
	14	MSG Arena Tunnel collegamento	0,7	0,7	0,3
	15	Goccia Bovisa	151,6	151,6	151,6
		Parziale Milioni €	745,81	699,56	685,78
Totale Milioni €			2.605,0	2.292,5	2.107,9

* Dati approvati in Cda, Assemblea dei Soci prevista in data 08.04.2024

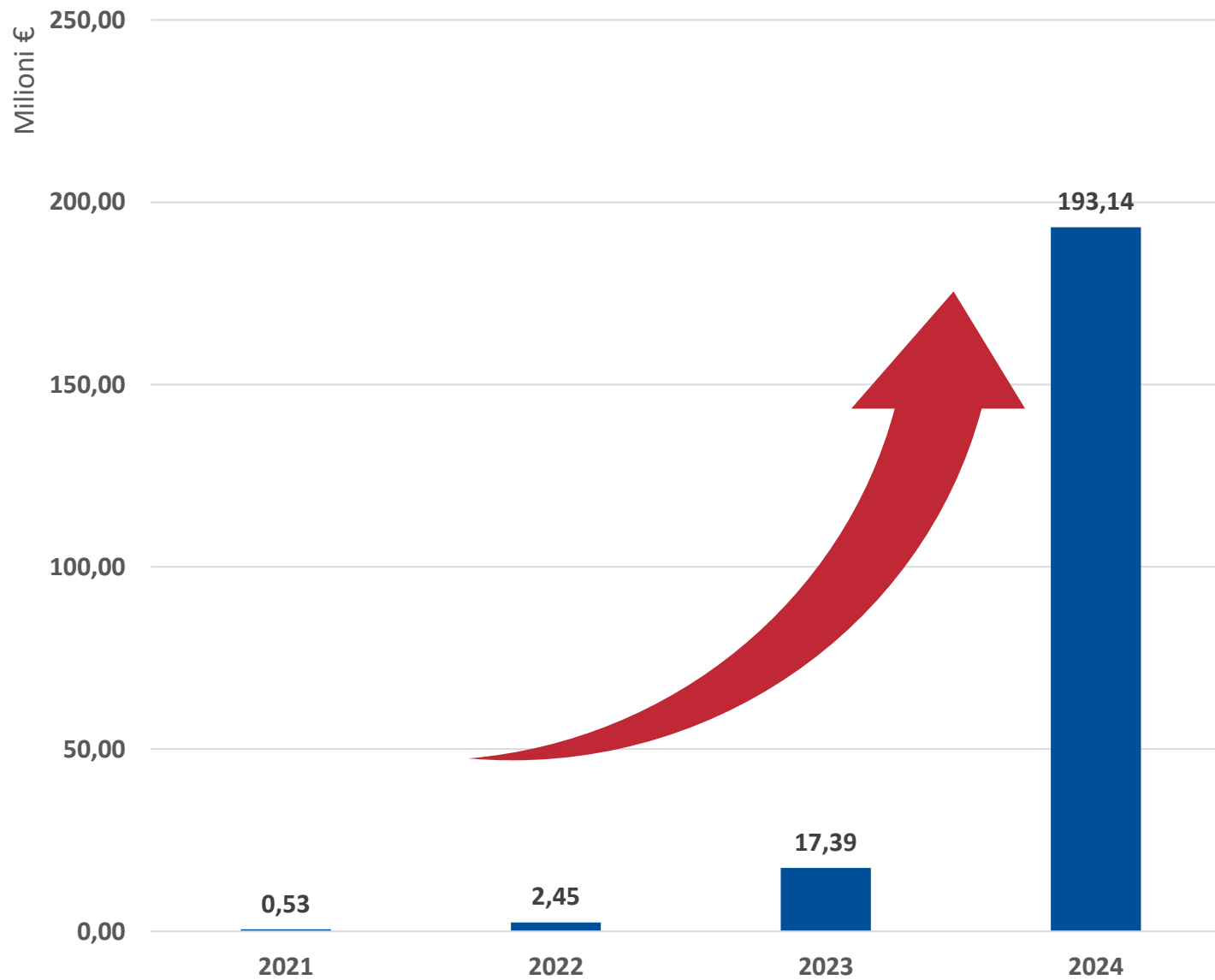
DA € 300 MILIONI A € 400 MILIONI		
	INIZIATIVE	QUOTA ETERIA
SICILIA	5 Nodo di Catania	€ 305,5 mln
	SOMMANO	€ 305,5 mln
LAZIO	1 Adduttrice Ottavia Trionfale	€ 31,1 mln
	2 Nuovo Acquedotto Marcio	€ 102,5 mln
	3 S.S. 675 Monte Romano Est - Civitavecchia	€ 173,8 mln
	SOMMANO	€ 307,4 mln
DA € 100 MILIONI A € 200 MILIONI		
	INIZIATIVE	QUOTA ETERIA
CAMPANIA	4 Metropolitana di Salerno	€ 89,8 mln
	SOMMANO	€ 89,8 mln
VENETO	12 Terminal Aeroporto Marco Polo Venezia	€ 52,1 mln
	SOMMANO	€ 52,1 mln
FRIULI	13 Molo VII- Porto di Trieste	32,4 mln
	SOMMANO	€ 32,4 mln

> € 400 MILIONI		
	INIZIATIVE	QUOTA ETERIA
LOMBARDIA	6 S.S. 42 Variante Est di Edolo	€ 106,1 mln
	7 MSG Arena	€ 230,4 mln
	15 MSG Arena Tunnel collegamento	€ 0,3 mln
	14 Goccia di Bovisa - PO.LI.MI.	€ 151,6 mln
	SOMMANO	€ 488,4 mln
ABRUZZO	10 Raddoppio tratta ferroviaria Interporto – Manoppello	€ 119,0 mln
	11 Raddoppio tratta ferroviaria Manoppello – Scafa	€ 293,2 mln
	SOMMANO	€ 412,2 mln
MARCHE	8 Tratta Ferroviaria Genga – Serra San Quirico	€ 350,6 mln
	9 Raddoppio linea ferroviaria PM228 – Albacina	€ 69,6 mln
	SOMMANO	€ 400,9 mln



**PORTFOLIO BY REGION AS OF
31.12.2024**

VALUE OF PRODUCTION FROM 2021 TO 2024



* Dati approvati in Cda, Assemblea dei Soci prevista in data 08.04.2024

The MSG ARENA logo, consisting of a red-to-blue gradient square followed by the text "MSG ARENA" in blue capital letters.

MSG ARENA

MSG ARENA



General information

Name project:	«MSG ARENA»	
Cliente:	Eventim (EVD Milan S.r.l.)	
Object:	Design and Construction of the Multifunctional Arena that will host the 2026 Winter Olympics	
contract amount(RTI):	342.265.647,1 Euro	
Consortium MSG Arena SCARL	VIANINI LAVORI	50 %
	ITINERA	50 %
RTI:	ETERIA (VIANINI LAVORI 50%; ITINERA 50%)	
		100 %

MSG ARENA

Project description

The Milan Santa Giulia Multifunctional Arena is one of the most ambitious projects in which the Eteria Consortium is involved. The project involves the construction of three connected spaces:

- The Arena called 'Palaltalia', with a planned capacity of 16,000 spectators intended to host sports and entertainment events, including the 2026 Winter Olympics;
- The large raised central square embracing the arena, with a surface area of approximately 10,000 square metres intended to host open-air events;
- The 8-level vertical car park located to the side of the arena.

The complex is intended to host sports events, concerts, shows and fairs and make a substantial contribution to the transformation of the district.

6

MSG ARENA

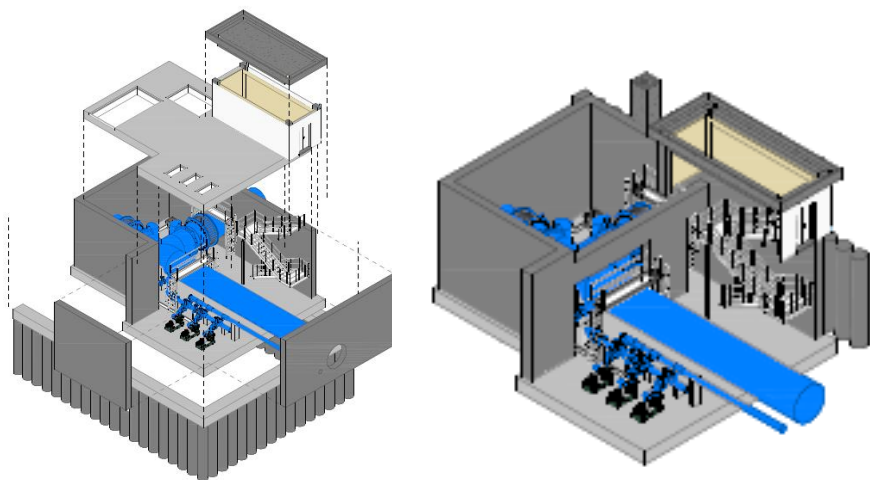
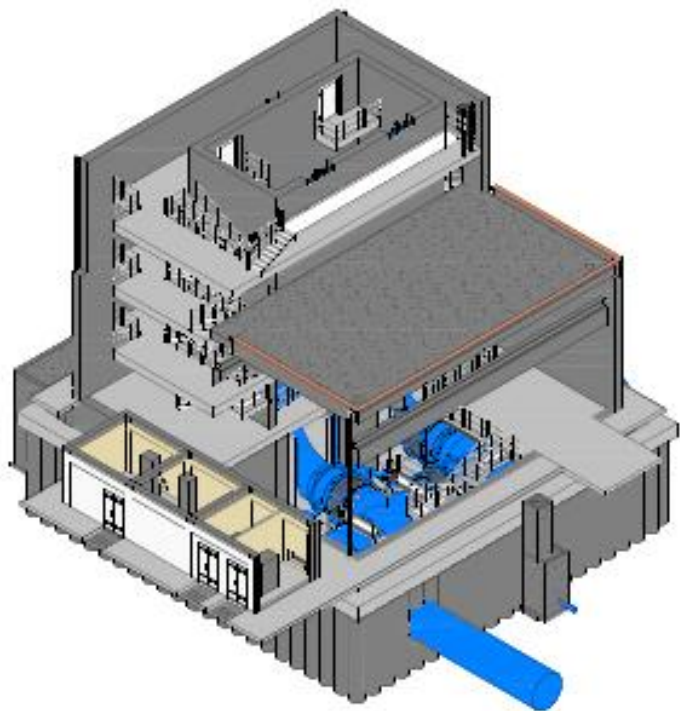
Pictures



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ADDUTTRICE OTTAVIA TRIONFALE

ADDUTTRICE OTTAVIA TRIONFALE



General information

Name project:	«ADDUTTRICE OTTAVIA TRIONFALE»	
Cliente:	ACEA ATO 2 S.p.A.	
Object:	Executive design and execution of works for the construction of the Ottavia-Trionfale sub-project.	
contract amount(RTI):	79.017.638,73 Euro	
Consortium Ottaviatrionfale Scarl	VIANINI LAVORI	27,88 %
	ICOP	23,04 %
	IRCOP	25,28 %
	MONACO	23,80 %
RTI:	ETERIA (VIANINI LAVORI 54,75%; ICOP 45,25%)	50,92%
	IRCOP	25,28%
	MONACO	23,80%

ADDUTTRICE OTTAVIA TRIONFALE

Project description

The Ottavia Water Centre represents one of the main nodes of the Capital's water distribution system. From the Ottavia Water Centre, the mains supply lines allow the transfer of water resources to the Trionfale node and the Monte Mario Reservoir, the main compensation for the central areas of the city, which then continue to the Aurelio node to supply the western quadrants.

The project foresees the construction of a new connection line from the Water Centre of Ottavia to a new Water Centre, named Pineta Sacchetti, for a total length of approximately 5,200, metres in order to improve the reliability of the existing strategic plants and to guarantee management alternatives for the city's water supply.

The project route mainly consists of two sections:

- C.I. OTTAVIA - MANUFATTO CASALE DEL MARMO: a section with a length of approximately 1200 m, where a DN2500 mm steel pipeline is planned to be laid in open air.
- CASALE DEL MARMO MANUFACTURE - C.I. PINETA SACCHETTI: a section of approx. 4000 m in length, where a DN2500 mm pipeline, a DN2000 mm pipeline and a DN800 mm pipeline, all in steel, will be laid. The excavation and laying of these pipelines are planned to be carried out in the open air and using micro-tunnelling excavation technology.

The Project will increase the distribution capacity in anticipation of an increase in the capital's water supply needs and secure the transport of water resources from the main aqueducts to the network pipelines supplying the city centre and all the districts west of Rome as far as the coast.

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NUOVO ACQUEDOTTO MARCIO

NUOVO ACQUEDOTTO MARCIO



General information

Name project:	«NUOVO ACQUEDOTTO MARCIO»	
Cliente:	ACEA ATO 2 S.p.A.	
Object:	Progettazione esecutiva ed esecuzione dei lavori per la realizzazione del sotto-progetto Nuovo Acquedotto Marcio – primo lotto.	
contract amount(RTI):	128.042.153,37 Euro	
Consortium ACQUEMAR SCARL	VIANINI LAVORI	64,9 %
	ICOP	35,0 %
	ITINERA	0,1 %
RTI:	ETERIA (VIANINI LAVORI 64,9%; ICOP 35%; ITINERA 0,1%)	100 %

NUOVO ACQUEDOTTO MARCIO

Project description

The Marcio aqueduct is among the oldest aqueduct works in Rome. Its two existing channels were built between the 1860s and 1930s in masonry with free-surface hydraulic motion. The aqueduct supplies approximately 25% of Rome's water needs.

The contract concerns the execution of the New Marcio Aqueduct, with a route partly at ground level and partly below ground level, in the municipalities of: Arsoli, Marano Equo, Roviano, Anticoli Corrado, Saracinesco.

The development of the route is divided into 2 contiguous sections.

The underground section extends for a length of approximately 2.35 km and envisages the construction of a box excavated in the open air and subsequently buried.

The underground section, approx. 6.15 km long, consists of a pipeline laid using microtunnelling technology.

Along the development there are 9 artefacts (wells) functional to the realisation of the work with microtunnelling technology and, once the work is completed, to the accessibility and maintenance of the aqueduct equipment.

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MONTE ROMANO

MONTE ROMANO



General information

Name project:	«MONTE ROMANO»	
Ciente:	ANAS S.p.A.	
Object:	Progettazione Esecutiva, l'esecuzione dei lavori e il relativo servizio di monitoraggio ambientale in corso d'opera, del primo stralcio del collegamento del porto di Civitavecchia con il nodo intermodale di Orte.	
contract amount(RTI):	251.760.156,57 Euro	
Consortium Monte Romano Est SCARL	VIANINI LAVORI	28 %
	ITINERA	28 %
	ICOP	14 %
	VITTADELLO	18 %
	EDIL MOTER	12 %
RTI:	ETERIA (VIANINI LAVORI 40%; ITINERA 40%; ICOP 20%)	70 %
	VITTADELLO	18 %
	EDIL MOTER	12 %

MONTE ROMANO

Project description

The infrastructure in question is characterised as a link to the built-up area of Monte Romano (VT), creating a new 4-lane roadway, starting from the existing junction east of Monte Romano to the SS1 bis for a development of approximately 5 km.

The beginning of the route, from a strictly geometric point of view, coincides with the western section of the existing 'Dello Zoppo' viaduct. At the exit of the junction, at km 0+592.50, due to the interference with the SS1 bis road, which is considerably oblique compared to the planned route, a solution was identified that envisages its crossing in an artificial tunnel 132.50 m long (southbound carriageway).

After passing through the artificial tunnel, the next section of the route runs for just over 1 km on an embankment, until it enters the tunnel.

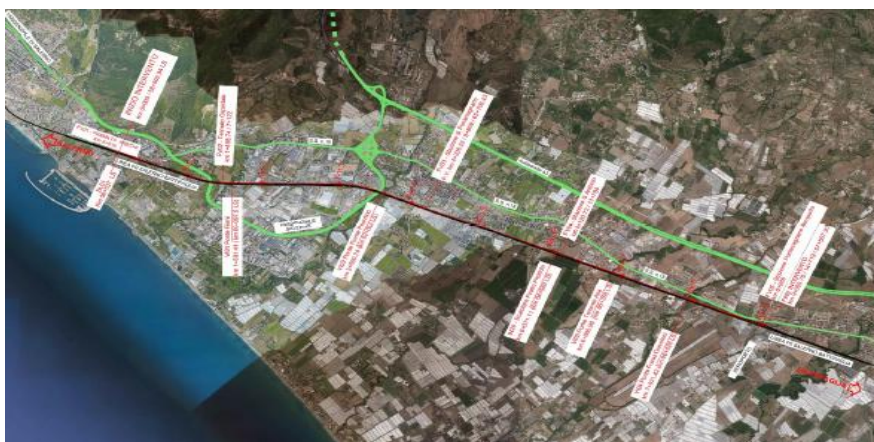
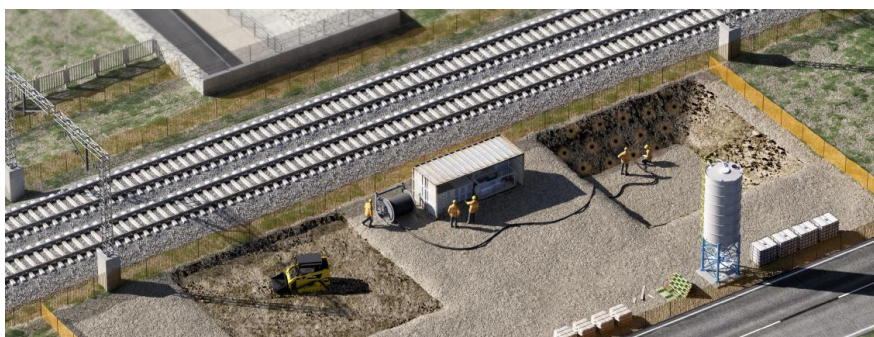
The section that follows the natural tunnel of the route runs for just under 900 m on an embankment until the Tarquinia junction, which allows the connection to the SS1 bis by means of a roundabout.

Also in this section, two detours of existing roads are planned, provided with the relevant crossing works.

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METRO DI SALERNO

METRO DI SALERNO



General information

Name project:	«METRO DI SALERNO»
Cliente:	RFI S.p.a.
Object:	Progettazione Esecutiva ed esecuzione dei lavori per il "Completamento della metropolitana di Salerno: tratta Arechi - Pontecagnano Aeroporto Costa d'Amalfi".
contract amount(RTI):	188.776.533,31 Euro

Consortium METRO SALERNO SCARL	VIANINI LAVORI	22,036 %
	ITINERA	22,036 %
	ICOP	11,018 %
	RCM	32,68 %
	BRANCACCIO	12,23 %

RTI:	ETERIA (VIANINI LAVORI 40%; ITINERA 40%, ICOP 20%)	48,45 %
	RCM	28,74 %
	BRANCACCIO	10,76 %
	GCF	12,05 %

METRO DI SALERNO

Project description

The contract provides for the executive design and execution of works for the completion of the railway line in the section from Arechi to Pontecagnano Aeroporto di Salerno 'Costa d'Amalfi' (the so-called 'Salerno Metro').

The works concern the construction of a new single-track line, with an overall length of approximately 9 km, to run alongside the historical double-track line in operation on the Salerno-Battipaglia section.

The project includes the execution of the works for the construction of the new railway track, including the railway superstructure, electric traction systems and other technologies necessary for the construction of the stop and station facilities.

Along the new section, new stops and stations will be built (Hospital stop, new stop in the ASI area, Pontecagnano station, S. Antonio station, Pontecagnano Aeroporto station), 4 viaducts will be built, a series of hydraulic manholes will be built underneath the railway line, and works will be carried out to adapt and integrate the existing road system.

The first phase involves the construction of the underground track from Arechi, where it currently stands, to pk 3+250 of the project where it will terminate at a bumper.

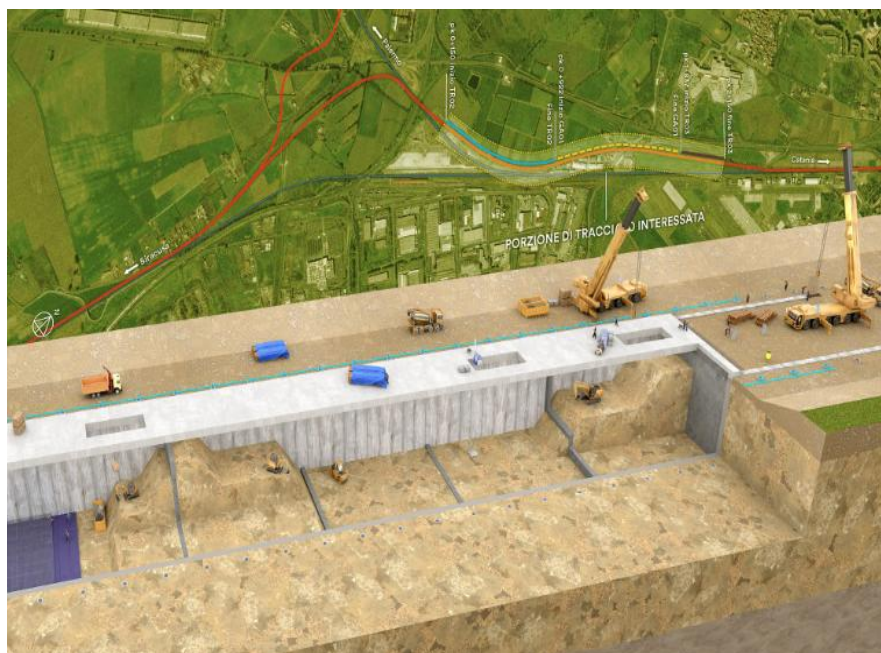
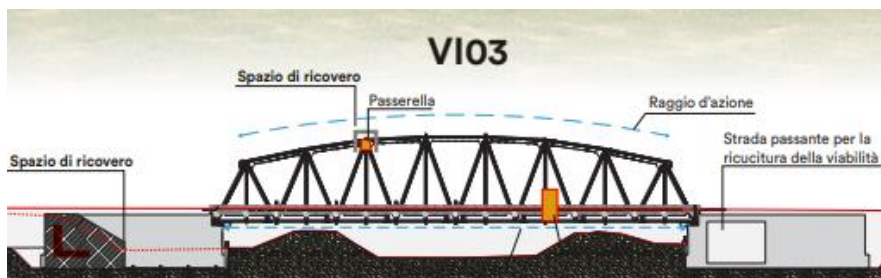
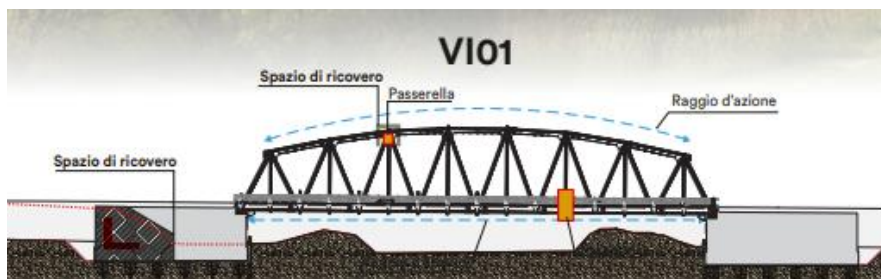
The civil works, including the road body and platform hydraulics, will be carried out up to pk 3+564.

In this first phase the construction of the hospital stop is foreseen. The second phase envisages the construction of the entire remaining part of the metro line (from pk 3+500 to pk 9+050 project end).

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NODO DI CATANIA

NODO DI CATANIA



General information

Name project:	«NODO DI CATANIA»	
Ciente:	RFI S.p.a.	
Object:	Progettazione esecutiva ed esecuzione lavori di realizzazione della Direttrice ferroviaria ME-CT-PA, Nodo di Catania: Interramento linea per il prolungamento della pista dell'aeroporto di Fontanarossa.	
contract amount(RTI):	338.199.852,87 Euro	
Consortium OPERE CIVILI Nodo di Catania SCARL	VIANINI LAVORI	40 %
	ITINERA	40 %
	ICOP	20 %
RTI:	ETERIA (VIANINI LAVORI 40% - ITINERA 40% - ICOP 20%)	91,80%
	SALCEF	0,39 %
	EUROFERROVIARIA	7,81 %

NODO DI CATANIA

Project description

The contract envisages the executive design and execution of works for the construction of the Messina-Catania-Palermo railway line, Catania Node, the burying of the line for the purpose of extending the runway of the Fontanarossa airport and the putting into service of the section of line concerned and the technologies and fitting out of the 3rd track of the Fontanarossa station.

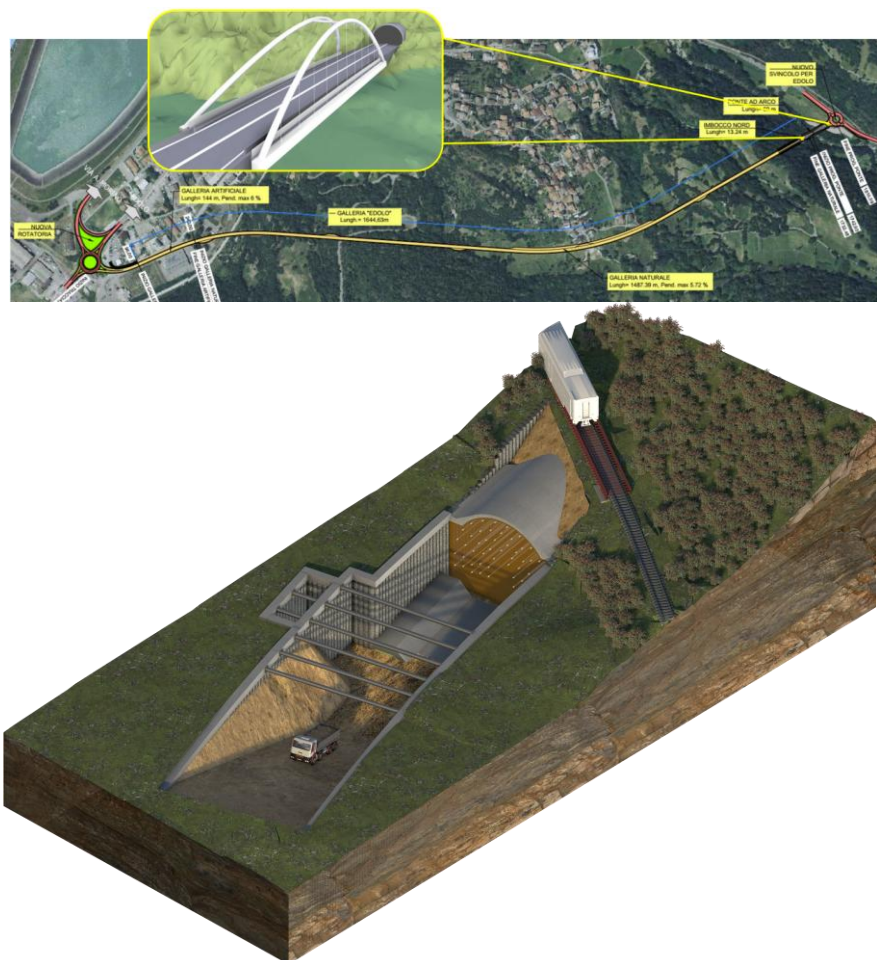
The intervention includes

Burying of the double-track railway section, through the construction of an artificial tunnel and approach trenches to the tunnel itself, which is part of the Palermo-Catania line, interfering with the extension of the airport runway; Rehabilitation of the Catania-Siracusa link by means of a newly built single-track branch;
Re-establishment of the Catania-Siracusa link via a newly built single-track branch;
Construction of the single-track Siracusa-Palermo branch line; Realisation of the new arrivals/departures railway branch;
Construction of a new freight terminal in the existing Bicocca railway facility and its connection to the railway line to Syracuse; Fontanarossa station (with two priority tracks and two 350 m long platforms) and related kiss&ride parking;
Arrival/departure beam connection to the freight terminal; Civil works on the site and buildings with related technological installations, road works and road reconnection, elimination of PLs in the sections interfering with the current line, hydraulic works, railway reinforcement and technological equipment of the line.

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VARIANTE DI EDOLO

VARIANTE DI EDOLO



General information

Name project:	«VARIANTE DI EDOLO»	
Cliente:	ANAS S.p.A.	
Object:	Appalto MI 19/23 - ammodernamento della S.S. 42 "del Tonale e della Mendola" - variante est di Edolo	
contract amount(RTI):	106.834.449,42 Euro	
Consortium EDOLO SCARL	VIANINI LAVORI	50 %
	ITINERA	50 %
RTI:	ETERIA (VIANINI LAVORI 50%; ITINERA 50%)	100 %

VARIANTE DI EDOLO

Project description

The work is geographically located in the Upper Camonica Valley, specifically in the south-western sector of the municipality of Edolo (BS).

The route characterised by a Type 'C1' section begins, on the south side, with a new roundabout that modifies the existing one.

It then enters, for a short section, the municipal road Via Valeriana, passing next to the ENEL power station.

After a section of the Artificial Tunnel of about 342 m, the Natural Tunnel begins, which, with a length of about 1444 m, bypasses the urban centre of Edolo.

At the mouth of the tunnel, there is a short section of artificial tunnel.

The route ends by means of a roundabout junction with the S.S. 42, located near the right bank of the Oglio River, for the crossing of which an arch bridge with a single span, about 60 m long, has been planned.

The logo for FRASASSI, consisting of a square with a red-to-blue gradient.

FRASASSI

FRASASSI



General information

Name project:	«GENGA – SERRA SAN QUIRICO»	
Cliente:	RFI S.p.a.	
Object:	Progettazione esecutiva ed esecuzione in appalto dei lavori di realizzazione del raddoppio della tratta ferroviaria Genga - Serra San Quirico, sulla linea Orte-Falconara.	
contract amount(RTI):	386.586.006,86 Euro	
Consortium FRASASSI SCARL	VIANINI LAVORI	50 %
	ITINERA	50 %
RTI:	ETERIA (VIANINI LAVORI 50%; ITINERA 50%)	93,16 %
	SALCEF	6,84 %

FRASASSI

Project description

The contract foresees the executive design and execution of works for the track-doubling of the Genga-Serra San Quirico railway section (Lot 2) on the Orte Falconara line.

The length of the line involved in the project is approximately 8.9 km and develops for about 7 km as a variant, to then rejoin the historical line in the section entering the Serra S. Quirico station.

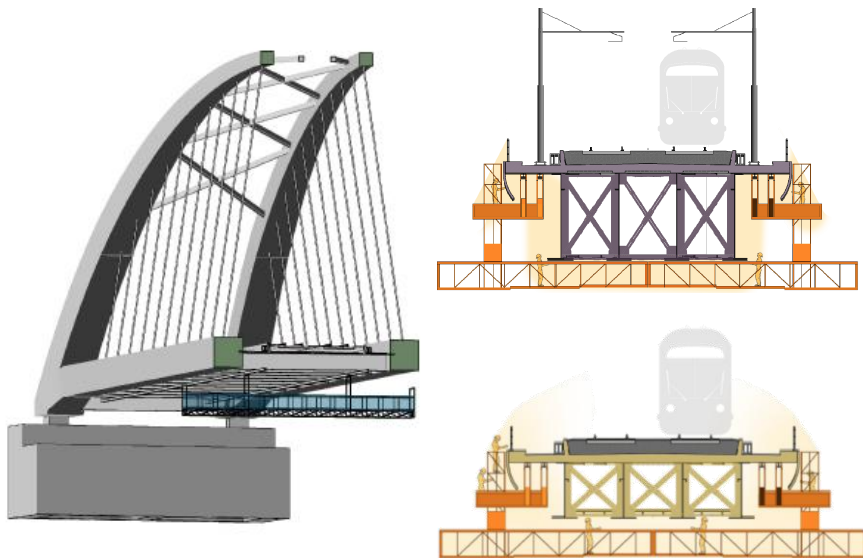
The route is developed in tunnels (natural and artificial), a viaduct, box structure and for 2.48 km in embankments and trenches. The intervention envisages the construction of new roads and the adaptation of existing ones, the demolition of interfering buildings and the relocation of interfering underground utilities.

The project also provides for the construction of the railway track and the equipping of the line in the new section.

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MANOPPELLO - SCAFA

MANOPPELLO - SCAFA



General information

Name project: **MANOPPELLO SCAFA**

Ciente: **RFI S.p.A.**

Object: **Progettazione e realizzazione del raddoppio ferroviario della tratta Manoppello – Scafa in Abruzzo.**

contract amount(RTI): **315.308.715,84 Euro**

Consortium **VIANINI LAVORI** **50 %**

SCAFA SCARL **ITINERA** **50 %**

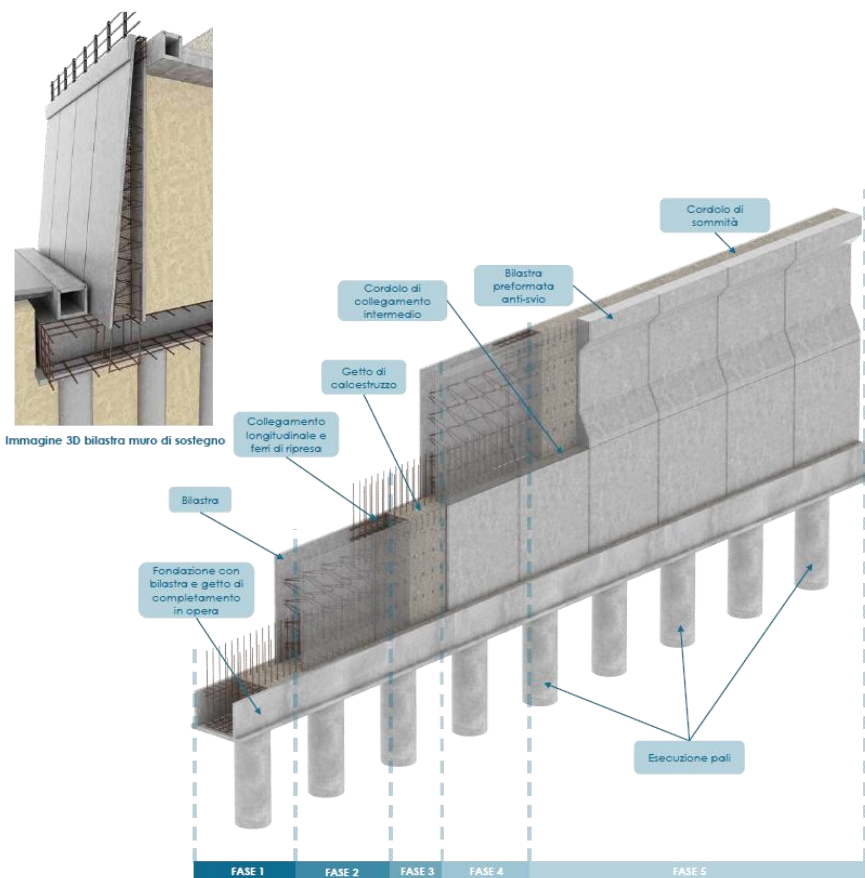
RTI: **ETERIA**
(VIANINI LAVORI 50%; ITINERA 50%) **94,50 %**

SALCEF **5,50 %**

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INTERPORTO D'ABRUZZO

INTERPORTO D'ABRUZZO



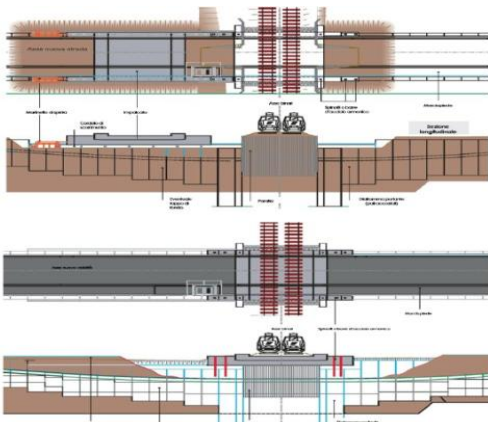
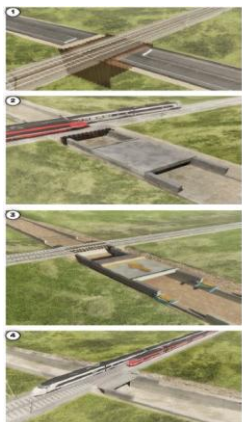
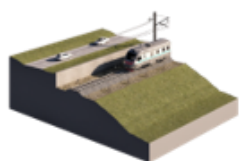
General information

Name project:	INTERPORTO D'ABRUZZO	
Ciente:	RFI S.p.A.	
Object:	Progettazione e realizzazione del raddoppio ferroviario della tratta Interporto d'Abruzzo – Manoppello in Abruzzo.	
contract amount(RTI):	133.606.360,34 Euro	
Consortium	VIANINI LAVORI	50 %
	MANOPPELLO SCARL	50 %
RTI:	ETERIA (VIANINI LAVORI 50%; ITINERA 50%)	90,73 %
	SALCEF	9,27 %

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ALBACINA – LINEA ORTE FALCONARA

ALBACINA



General information

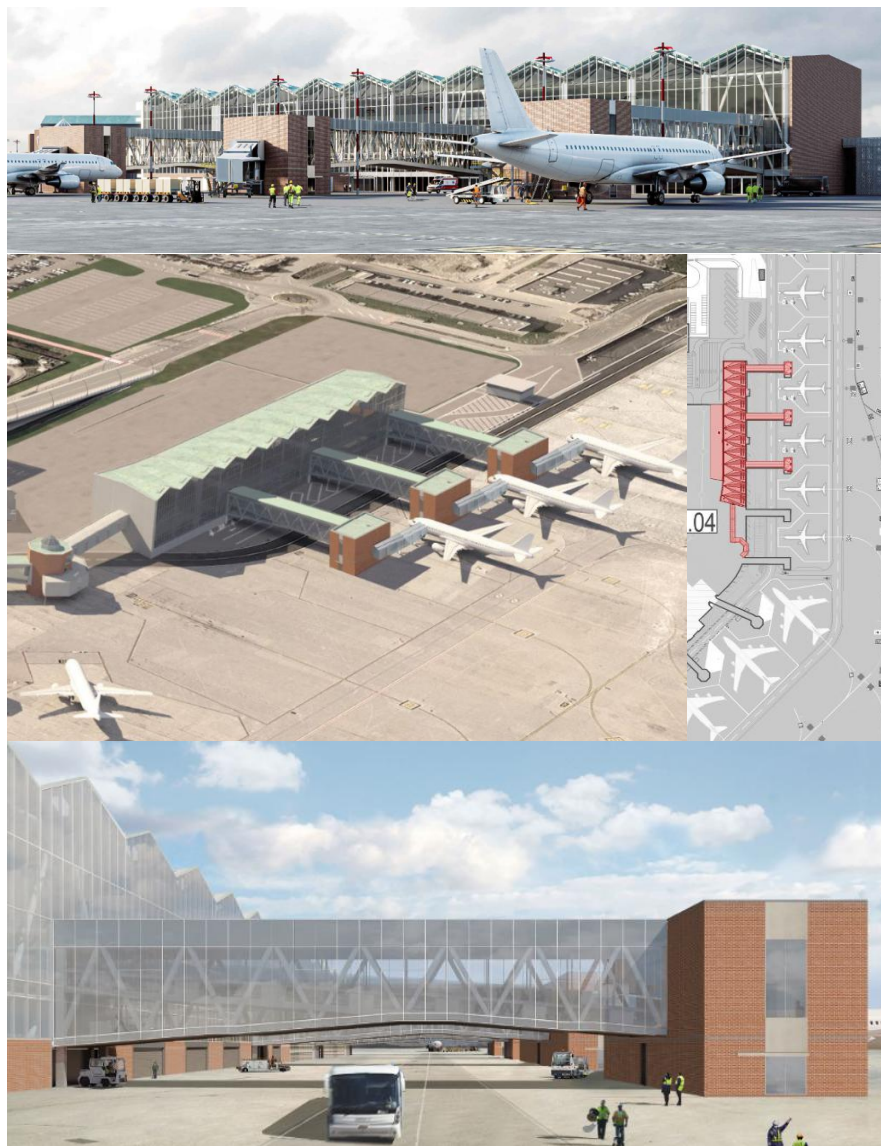
Name project:	ALBACINA	
Cliente:	RFI S.p.A.	
Object:	Progettazione esecutiva ed esecuzione in appalto dei lavori di realizzazione del raddoppio della tratta ferroviaria PM228 – Albacina, sulla linea Orte – Falconara	
contract amount(RTI):	87.320.397,04 Euro	
Consortium ALBACINA SCARL	VIANINI LAVORI	40 %
	ITINERA	40 %
	ICOP	20 %
RTI:	ETERIA (VIANINI LAVORI 40 %; ITINERA 40%; ICOP 20 %)	81,1 %
	SALCEF	18,9 %



AEROPORTO VENEZIA - TERMINAL

AEROPORTO VENEZIA - TERMINAL

General information



Name project:	AMPLIAMENTO TERMINAL PASSEGGERI LOTTO 2A Fase 1	
Cliente:	SAVE S.p.a.	
Object:	Realizzazione della fase 1 dell'ampliamento ad estensione del Terminal nord-est, al fine di migliorare la funzionalità complessiva dell'aerostazione.	
contract amount(RTI):	57.300.969,52 Euro	
Consortium	ITINERA S.P.A. – SINELEC S.P.A.	100 %

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GOCCIA DI BOVISA – PO.LI.MI.

GOCCIA DI BOVISA – PO.LI.MI.



General information

Name project:	POLITECNICO DI MILANO – GOCCIA DI BOVISA	
Cliente:	POLITECNICO DI MILANO	
Object:	Progettazione esecutiva ed esecuzione lavori per l'espansione del Politecnico nell'area denominata «Goccia» di Bovisa consistente nei seguenti 4 interventi: ▪ Intervento 1: Start up e uffici (PE a BG) ▪ Intervento 2: Scuole civiche (PFTE a BG) ▪ Intervento 3: Food court (PE a BG) ▪ Intervento 4: Corniche (PFTE a BG)	
contract amount(RTI):	151.627.942,00 Euro	
Consortium	VIANINI LAVORI	50 %
	ITINERA	45 %
	SINELEC	5 %
RTI:	ETERIA (VIANINI LAVORI 50 %; ITINERA 45%; SINELEC 5 %)	
		100 %

Project description

The new university campus consists of a series of similar buildings arranged under a lightweight photovoltaic roof with the function of providing renewable energy, connecting and giving unity to the entire project.

The project consists of five structures with similar characteristics above ground and named as follows:

I4.1, subdivided in turn into four buildings named I4.1.1, I4.1.2 and 4.1.3, I4.1.4; I4.2, consisting of a single building;

The historic Civic Schools building will be integrated into the complex, consisting of a single building body, organised on 4 above-ground levels, to which two basement floors are added. The inter-floor height is 4 and 4.5 m for floors B1 and B2 respectively, 4 m for the ground level and 3.2 m for the upper levels.

Characterising the image of the building is the distinctive design of the roof, consisting of large 45° sloping sheds, which ‘flies’ over all the buildings and the street. This large roof will tie together all the buildings of the new Campus and will also extend above the buildings of the Civic Schools, giving unity to the project and at the same time linking the image of the entire masterplan to the area's industrial past.

The construction of a food court is planned, in a barycentric position with respect to the campus, along the main axis of the Decumanus and near Gasometer 1.

The lot has a total surface area of approximately 3753 square metres; the external areas, on the other hand, have a surface area of 2,007 square metres, of which 557 square metres will constitute the new tree-lined courtyard.

On the ground floor, the total surface area of the buildings that will form the complex is 1745sqm, of which 1000sqm in the historic building and 745sqm in the extension